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INFORMATION REPORT

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COUNTRY Korea

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25X1 SUBJECT Transportation Facilities in the Wonsan Area

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THIS IS UNEVALUATED INFORMATION

1. In January 1952 all North Korean railroads were under the direct control of the North Korean army. Widespread destruction of railroad facilities by United Nations' air raids and naval bombardment had caused the army to institute a large reconstruction program. Most people recruited for labor service in North Korea were assigned to railroad reconstruction. In order to acquire more material for reconstruction, minor branch lines were being taken up and double-track lines were being reduced to single-track lines. In addition, each farm-house was ordered to supply 100 straw grain containers and 2 ties to the government without payment.
2. Most of the freight shipped from P'yongyang to Wonsan through Yangdok and Kowon was ammunition, salt, and small quantities of daily necessities. The bulk of the freight shipped from Ch'ongjin to Wonsan via Hamhung and Kowon was food-stuffs. All trains that arrived at Wonsan were re-scheduled there and sent in the direction of Sin'gosan (127-25, 38-52) (CU-6303).
3. Despite the rise of living costs in North Korea, wages of North Korean railroad employees remained the same as they were prior to the war. In the railroad transportation branch wages varied from 700 won to 1,400 won per month. The station master received the highest salary, 1,200 to 1,400 per month, and the station clerk received the lowest wage, 700 to 800 won per month. Locomotive engineers received from 700 to 1,700 won per month. Locomotive and overhaul chiefs with their assistants earned from 1,000 to 1,700 won per month, while repair men, technicians, and laborers received between 700 and 950 won per month. Salaries in the engineering branch varied from 700 to 1,600 won per

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month. The pay scale gave most to track maintenance and construction chiefs and their assistants who received 1,100 to 1,600 won per month, while the lowest group, clerks, carpenters, and technicians received 700 to 1,000 won per month. All employees received an equal daily grain ration for their families.

4. The usual times of departure listed below were for trains operating daily in the Wonsan area between 23 February and 1 March 1952. The southbound cars were loaded with ammunition, food, and clothing, the greatest amount of space being given to food shipments. The northbound cars were either empty or loaded with scrap-iron.

a. Northbound - Wonsan to Kowon:

First train : between 7:50 p.m. and 8:20 p.m.
Second train : between 9:50 p.m. and 10:20 p.m.
Third train : between 1:50 a.m. and 2:50 a.m.
Fourth train : between 3:50 a.m. and 4:50 a.m.

Southbound - Kowon to Wonsan:

First train : between 8:30 p.m. and 9:00 p.m.
Second train : between 10:30 p.m. and 11:00 p.m.
Third train : between 2:30 a.m. and 3:00 a.m.
Fourth train : between 4:30 a.m. and 5:00 a.m.

b. Southbound - Wonsan to Anbyon:

First train : between 8:30 p.m. and 9:00 p.m.
Second train : between 11:30 p.m. and 12:00 p.m.
Third train : between 2:30 a.m. and 3:00 a.m.

Northbound - Anbyon to Wonsan:

First train : between 10:10 p.m. and 10:40 p.m.
Second train : between 12:20 a.m. and 12:50 a.m.
Third train : between 3:20 a.m. and 3:50 a.m.

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